

MOTOR RACING

and
ECONOMY CAR NEWS

Vol 4--No. 18 --- Culver City, Calif.

(Published Bi-Weekly except last issue of Calendar Year).

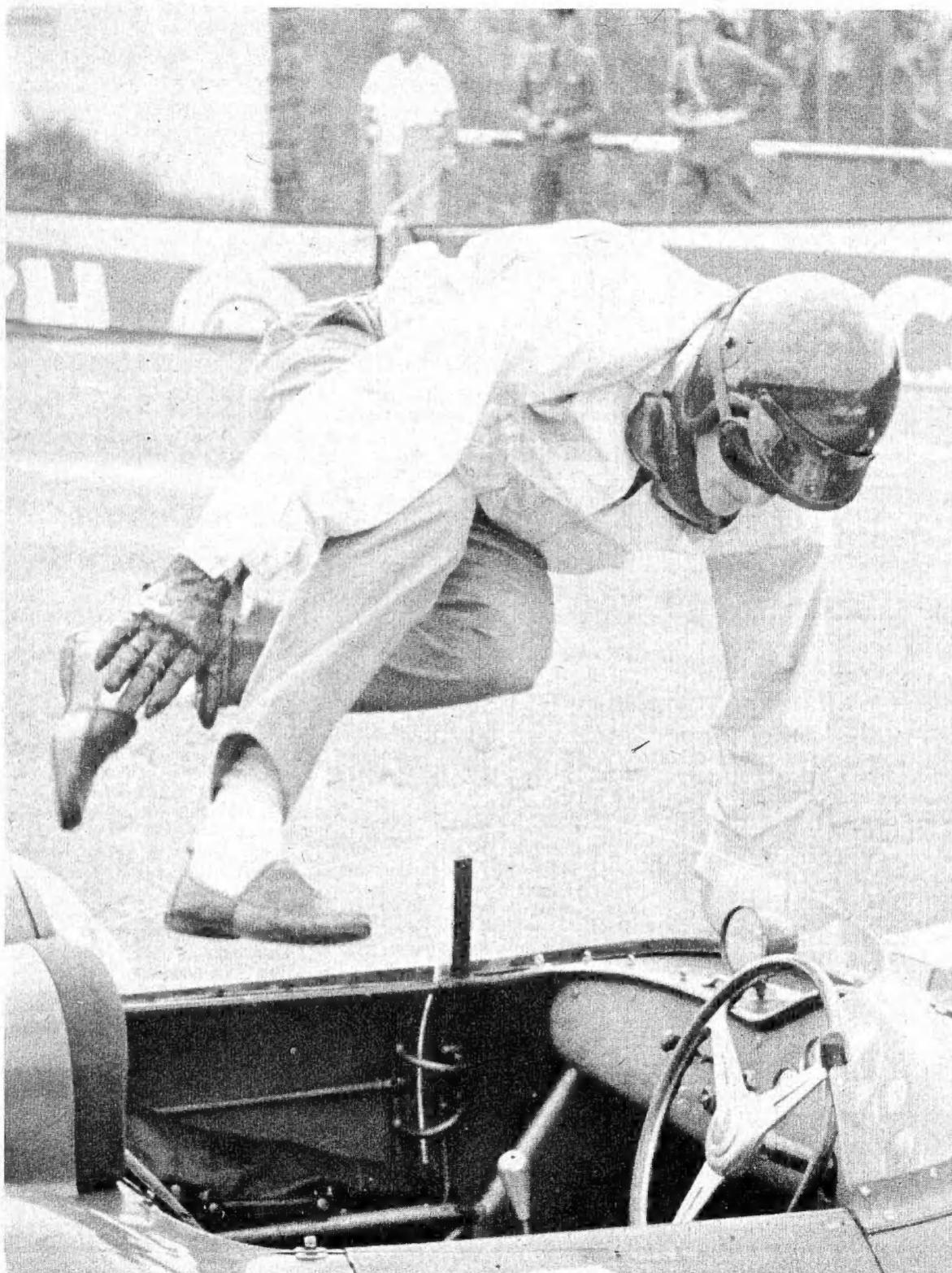
June 26 - July 3, 1959

15¢ Cheap



SIGN LANGUAGE--Sometimes American drivers making the circuit in European road racing have trouble making themselves understood. Such is the case here as Carroll Shelby, 36, of Dallas, resorts to a digital explanation on some point or other in the pits at a recent race on the Continent. On the course,

Carroll was quite able to make himself understood as he won the most important race of his career--the recent 24-Hour Endurance classic at Le Mans, France. He drove an Aston Martin, and his co-driver was the Briton, Roy Salvadori. (Photo by Clifford J. Emmich)



EXCELLENT ACTION shot is taken by Clifford J. Emmich of Riverside's Dan Gurney as he leaps into his car in Le Mans-type start at the 1000km Nurburgring championship sports car race. As photo shows, Dan is as agile as they come. A member of the factory Ferrari team, he was teamed with Cliff Allison; they took fifth. The winners: Stirling Moss-Jack Fairman in an Aston Martin.

Ginther Hourglass Victor in Ferrari

BY JOHNNY MC DONALD
Special to MOTORACING

SAN DIEGO, June 21--Richie Ginther, a jockey-sized driver with a heavy foot, gunned Eleanor von Neumann's Ferrari Testa Rossa to an easy victory over a tight, but revamped 1.8-mile Hourglass Field course in today's 25-lap big bore feature.

The 28-year-old Granada Hills leadfoot lapped all in the 10-car field except second-place Dick Morgensen, the Phoenix special builder who was a recent winner at Santa Barbara. Ginther covered the 25 laps in 35 minutes, 5 seconds at an average speed of 76.9 miles per hour.

His average speed, best of the day, was good for an additional award--The Copley Challenge Cup. The Cup was donated by The San Diego Union-Evening Tribune Publishing Company to be awarded to the driver posting the best average speed.

Morgensen, in another Testa Rossa, finished 25 seconds back in second spot, followed by Carl (Continued on Page 3)

MOSS HERO AT NURBURGRING

BY HENRY MANNEY III
MOTORACING Staff Writer

NURBURGRING, Germany, June 7--Counting for the world championship for sports cars, the fifth running of the 1000 Kilometers race on the famous Nurburgring was won handily by Stirling Moss and Jack Fairman in an Aston-Martin.

In spite of the two Astons (Moss-Fairman, Whitehead-Naylor) taking on the formidable teams of Ferrari (Brooks-Behra, Gendebien-Hill, Gurney-Allison) and the Porsche 1600 RSKs (Von Trips-Bonnier, Maglioli-Herrman) fresh from their Targa Florio victory, coupled with the noises offstage of the Ecurie Ecosse Lister and Tojero-Jaguars (Flockhart-Gregory, Lawrence-Ireland), 1500 RSK Porsches (Barth-Beaufort, (Continued on Page 7)

IN THE NEWS

WINDRIDGE WINNER

VINELAND, N.J., June 7.--First dry weather during a So. Jersey region SCCA race meet helped Fred Windridge lower his own course record from 1:15 to 1:08 on this 1.5-mile course. He won the 25-lap feature in a Maserati 300S in 29:57.9. He had set the previous record in a Lister-Chev.

Other race winners: Robert Mouat, Corvette; Frank Wagenhofer, Porsche Carrera; Murray (Continued on Page 7)

Clark, MGA; Windridge, Maserati 300S; Wagenhofer, Porsche Carrera; John Holmes, Lotus Mk XI; Christopher Noyes, Alfa Giulietta; William Nichols, Corvette RS; Noyes, Alfa.

COLLINS (FERRARI) 1ST

LA JUNTA, Colo., May 31.--Rising Dan Collins, of Denver, averaged 87.96mph here today as he won the 20-lap, 56-mile feature of the two-day Colorado region's SCCA races. Next in the race for (Continued on Page 7)

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Astons at Last as Shelby-Salvadori First at Le Mans!

BY HENRY N. MANNEY III
MOTORACING Staff Writer

LE MANS, France, June 21. --- It was Carroll Shelby, 36, of Dallas, Texas, and Briton Roy Salvadori, 37, here today in the most famous of all sports car races -- the championship 24-hour Le Mans endurance classic.

The story of this year's Le Mans can be told in just a few words... 53 started and 13 finished. The might of the Ferrari works team and the Ecosse Jags were eliminated. The hitherto reliable Porsches were completely wiped off the board. That left the (Continued on Page 3)



ROY SALVADORI

Vignettes

- Hudson's Luck
- Cheers for Shel
- Jolly Laugh

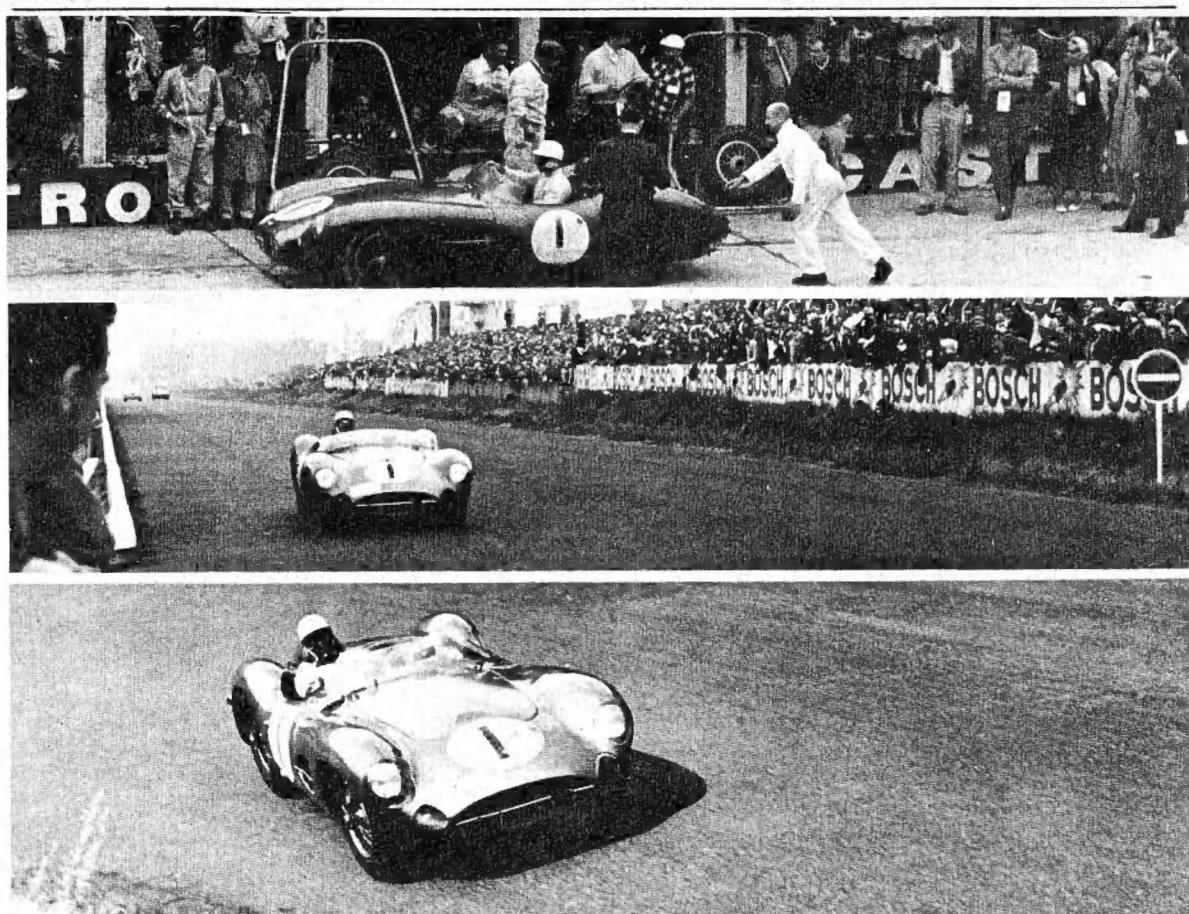
SOME DAY the luck of a fine driver and nice guy, Skip Hudson, is going to change.

A short time back, just before the Daytona sports car whirl, Sr. Pedro Rodriguez called Skip at his home in Riverside and told him it was all set for him to team with his son, Pedro Jr., in a Ferrari. Skip flew there in nothing flat.

But Rodriguez' deal with Luigi Chinetti was not finalized and Skip was left out in the cold. However, he was able to team with Santiago Gonzales of Cuba in a Ferrari GT and they took sixth overall.

Four days before Le Mans just recently, Chinetti called him from Europe--venite presto! There was a new OSCA for Skip. And Skip did andate presto. He was in Paris Friday morning, a day before the start of the 24-hour classic, and he was in Le Mans at noon of that day.

Buona fortuna and bonne chance! (Continued on Page 3)



AT NURBURGRING--Top photo shows Britain's great Stirling Moss getting away after Jack Fairman turns over the winning Aston Martin for the last time. Then Moss roars down the straight starting his last lap amid a thunderous ovation from massive crowd. Third from top: Moss powers up Ex-Muhle, breaking the lap record one of 13 times. Bottom: the smiling victors who brought glory to Britain, Moss, left, and Fairman. (Top three photos by Henry N. Manney III, bottom one by Clifford J. Emmich)

NEWS ALONG THE ECONOMY CAR FRONT



ECONOMY CAR TRENDS

BY JAMES E. POTTER

AMERICAN MOTORS have introduced some very welcome changes in their British-built Metropolitan. Access to the trunk is now through a lid in the rear deck and thus eliminates the contortions formerly necessary to stow impedimenta in this space from inside the car. New ventilator wind wings have been added to reduce noise and generally make passengers more comfortable. The tire size has also been increased for better handling and riding qualities.

Dealer sales of Renault cars in the U.S., just totaled for April, were 6816 units or more than double the 3316 units sold in April, 1958. In the first four months of 1959, Renault has sold 25,067 Dauphines and 4CVs. This is a big jump over the same period last year when 10,723 new Renault registrations were reported.

The Prince Skyline, a new Japanese import, will soon join the Toyopet and the Datsun as the third import from that country. The first cars will be made available by Cameron Pontiac, Inc. of Sacramento, Calif. who have contracted for 60 cars per month. The Prince Skyline is manufactured by the Fuji Precision Machinery Co. The car will be offered in two basic models; one powered with a 91.5 cubic-inch engine and the other with a 115.9 cubic-inch mill. West Coast prices have been announced as \$2200 for the lower-powered model and \$2300 for the larger. Incidentally, the Cameron sales program should pack a lot of punch - former heavyweight boxing champion Max Baer is public relations director for the company.

Borgward recently added another big win to their growing list of victories in competitive events. Averaging 39.14 miles per gallon, a stock Borgward Isabella touring sport sedan scored not only a class win but topped the entire field in the 1959 South African Mobilgas Economy Run. The challenging 1056-mile course stretching from Capetown to Port Elizabeth is said to present practically every road and traffic condition encountered by motorists in South Africa. It was also reported that road and weather conditions were the worst encountered in the five-year history of the event.

John Green, president of the John Green Corp., Renault and Peugeot distributors, has just an-

nounced that the new Peugeot 403 station wagon will be on sale on the West Coast this summer. The new six-passenger wagon has lines and equipment similar to those of the 403 sedan. It has the same four-cylinder, 65 horsepower engine but the wagon's transmission is heavier. The 114-inch wheelbase is the longest of the imported wagons now on the U.S. market. Touring families will be interested in the sleeping space on the floor which is just short of seven feet long and 57 inches wide. Other features include a full-size rear door and built-in sockets in the roof for a luggage rack. The wagon will be priced at \$2545 at California ports of entry. Standard equipment includes heater and defroster, electric windshield wipers, turn indicators, electric clock, windshield washers and factory balanced wheels with Michelin X racing tires.

Studebaker-Packard Corp. sales are continuing on the upswing since the introduction of the Lark. The firm has announced that retail deliveries during May totaled 12,243 passenger car units. This is an increase of 213 percent over deliveries of 3906 units in May, 1958.

THIELE WINS AT MONZA; TWO KILLED

MONZA, Italy, June 28 --Alfonso Thiele, ex-New Yorker now living in Italy, drove his Ferrari to victory in the Grand Prix of Monza today after a junior speed event in which two Italian drivers were killed and a third had his right foot severed.

Ferraris also took second and third in the feature. The second-placed car was driven by Carlo Mario Abate, of Italy, and the third-placed car by Willy Maioresse of Belgium.

In the second heat, there was a collision in front of the main stands between cars driven by Alfredo Tinazzo and Nino Crivellari, both of Italy. A third car, driven by Giorgio Lippi, of Italy, hurtled over the other two cars.

Tinazzo and Crivellari died almost instantly. Lippi was unhurt.

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Letters

MORE RACING NEWS

For the past several years I have been an avid reader of MOTOR RACING. Due to the lack of sports car races in my area and the fact that I've been unable to attend as many races as I would have liked, I've kept abreast of the sports car happenings through your excellent publication.

Recently a new section has been added to your paper, "News Along The Economy Car Front". This may appeal to many of your readers but I am relatively uninterested in the news along the economy car front. I do not begrudge the fact that you are including economy cars in MOTOR RACING but I do object to your sacrificing racing events in order to make room for them.

As examples I cite the following instances: The complete Del Mar racing charts were left out until the May 29 - June 5 issue, approximately one full month after the races took place. Several times lately the letters to the editor, an integral part in any public publication, have been left out due to lack of space. The most recent issue, the June 12 - 19 issue carried the Santa Barbara race charts in such small print that a magnifying glass is needed to read it, presumably to make space for the economy car news.

I realize fully that this new addition to your publication may help you to increase your circulation but I sincerely hope you don't lose more of your long time faithful readers than you gain in the economy car ranks.

GARY KERTSON
PHOENIX, ARIZONA

P. S. I realize this will never reach print due to "lack of space", but I do hope someone will give it some thought.

PHOTO CORRECTION

Your photo coverage of Santa Barbara, Laguna Seca, etc. was terrific; however, you did a grave injustice to a fine fast young driver from Colorado Springs who came a long way to run Laguna. In your picture of the three GT Carrera's you mistakenly identify car #262 as Charles Parsons. In reality it was Mike Collins in #262 leading Barneson and Michelmore. Collins won class D on Saturday and was leading on Sunday and was second overall behind Mears in 300 SL when he was black-flagged for doing the very thing you have pictures of Barneson doing, nerfing the 300 SL in the turns trying to get by. Laguna was a bad show for me, my left distributor points closed completely and I was dead last and very slow...oh well.

JOHN BROPHY
SALT LAKE CITY

TYPE TOO SMALL

Please send a magnifying glass with my next issue of MOTOR RACING.

JOHN WEBB
SHERMAN OAKS, Calif.



SHAMROCK OF TRALEE -- The first car manufactured in Ireland, the Shamrock, is designed as an economy four-passenger family sportscar at a proposed American price of under \$2500. Body is of polyester-glass in modern lines. Its Southern California creator, William K. Curtis, expects to ship 3000 cars to the U.S. in the next year.

Curtis Debuts New Shamrock

A young 27-year-old Los Angeles businessman, William K. Curtis, has started production of a four-passenger family sports car in Ireland.

Appropriately named the Shamrock, the first prototype was introduced for the first time at a press party at the Ambassador Hotel. The good-looking car features a body of polyester-glass in modern lines with a removable hardtop. With a price of about \$2500, it will include radio, heater, white sidewall tires, directional signals and full turbo wheel discs.

Under the hood will be the BMC "B" series engine and certain Austin chassis components. The entire production is aimed for export to the U.S. with an expected 3000 units produced the first year, increasing to 10,000 annually after three years.

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• Vignettes

By Gus V. Vignolle

GOOD TO SEE SHEL WIN AT LE MANS

(Continued from Page 1)

After Skip had left home, Phil Hill phoned from France (probably with the tidings that there was a Ferrari for Skip), but Diane, Skip's wife, told him he was already en route.

Anyway, there was no ride at Le Mans when Skip did get there. But it seems that he was slated to drive a Ferrari GT which finished fourth overall, because many of the erroneous results published in this country listed the drivers as Hudson and George Arents, Stamford, Conn. Guess that's the way the entry was listed. Actually, Arents drove with Andre Pillette, a Belgian.

So then Skip went to Modena, where he did some testing along with Dan Gurney and Jean Behra, and it was said he'd drive a Ferrari at Monza last week. Whether he did nobody knows at this writing. At any rate, Skip did get to survey the French and Italian countryside along with his pal, Gurney, Phil Hill and Denise McCluggage, quite a quartet at that.

* * *

The Le Mans victory of Carroll Shelby, 36, (and Roy Salvadori) in the Aston was a popular one. He's one of the best-liked of all drivers.

Shel and I flew back together from Nassau two years ago. He was awfully weary then from so much racing and moving around. He said he knew it was affecting his driving and that he felt like quitting. "I'm getting too old," the Texan drawled. At the brief stopover in New Orleans Shel bought some big red apples, handed me one, and as he munched on his he said, "Aw, heck, I guess I'll go on. It's a lot of fun--and you get paid for it."

It couldn't have happened to a nicer guy.

Some Real Laughs

SHORT TAKES--Says Henry Manney: "Sorry I called Moss' car at Monte Carlo a Cooper-BRM. No BRM. Climax. Numb-skull...should have known by looking at the exhaust pipes." ... No, nobody has bought MOTORACING--yet...That was a second in class (Porsche) that Pedro Rodriguez, 19, got at Nurburgring, not seventh....Not too long ago we got a release (don't get sucked in, CP) that said: "With the blessings and possible sanction of Playboy Magazine, the Bachelors SCC.....blah-blah-blah..." Ever alert, Reno Lawrence has exposed the outfit. Answer from Playboy's publisher to his wire: "...There is no connection whatsoever between Playboy Magazine and any group called the Bachelors Sports Car Club..."

Biggest laugh of the year: Hal Humphrey, Mirror-News, quoting Steve McQueen, TV cowboy--"It's a legitimate offer from a factory in Europe. One of their representatives scouted me in that Santa Barbara race I won. He said they'd send me to school and guarantee me \$60,000 a year to drive their cars." McQueen won a novice race at SB. It is clearly evident that Humphrey knows

ABSOLUTELY NOTHING about racing. Some popoff press agent sure saw him coming!

Photos Pour In

MOTORACING received 328 photos taken at Santa Barbara, 126 from Laguna Seca; if your pictures were printed, they were GOOD!...Diana Bartley has a top yarn, "Cars of the World," in the July issue of Esquire....Best racetrack publicity in the country comes from Elkhart Lake (Road America). Is Dwight Pelkin responsible for this?...Tip for a sponsor looking for a cracker-jack entry in the big \$10,000 American Intl. rally next October--

mail Jorge Labardini and Pancho Figueiroa (Giulietta Veloce) of Mexico City. More on this later; meanwhile, contact MOTORACING for details....And how about this---a complaint of negligent manslaughter was filed in Koblenz, Germany, against Stirling Moss by the widow of a Swiss driver killed earlier this month at Nurburgring. It is said the two cars touched briefly while Moss was passing Fausto Meyrat on a curve. The Swiss spun off the course....

A number of meat-heads are saying this writer placed that two-column are-you-for-the-Cal-Club-or-SCCA ad in the last issue. Idiots! The ad was placed by a prominent big-bore driver who has a legit reason for leaving his name out of it!

Something to look forward to--MOTORACING's ace cartoonist, Stan Mott, is in the final stages of a hilarious book, "Man Meets Volkswagen." The drawings are sensational. We'll keep you posted when the tome hits the bookstalls.

LE MANS

(Continued from Page 1) hoodooed Aston-Martins to canter home one-two... what happened?

After last year's holocaust of 17 retirements everybody said that a dry race would be a good thing; have lots of cars left running to lend interest to the race at the end. Others thoughtfully considered increased power outputs transmitted to non-slippery roads and wondered what the cost might be in slipping clutches and tweaked differentials, let alone the engine bothers that come when drivers don't feel that it's necessary to pussyfoot about.

How correct the latter group was may be gathered from a look at the finishing figures in the "sports" and GT categories (although of course at Le Mans there is no official difference); sports, 31 starters and 3 finishers; GT, 22 starters and 10 finishers... a commentary on the follies of tuning for maximum output in a long race even taking into consideration the three twin cam Triumphs in the GT class or the ditto Panhard coupes.

Briefly, it can be said that the Astons won because they used the same strategy that they have used all along....Send Stirling Moss out to break up the Jags and Ferraris, and let the other team cars stroke along and see what happens. Of course that is a simplification, as the Astons were really not as quick as the Italian bombas and besides

(Continued on Page 4)



ONE OF THE BEST--Richie Ginther, Granada Hills, Calif., on his way to victory in Ferrari Testa Rossa at Hourglass Field, near San Diego. Races were staged by Cal Club. (Photo by Robert P. Tronolone)

HOURGLASS

(Continued from Page 1)

lyle Blackwell of North Hollywood in a D Jag, Josie McLoughlin, another entry of the von Neumann stable, with a Testa Rossa, and Jack Nethercutt of Los Angeles with a Ferrari TR.

Ginther proved yesterday in the tuneup spins that he was the class of the field. Aside from a bad start, the Ferrari representatives general manager assumed control on the fourth go-round and made no mistakes to the checkered flag.

It was the third feature victory for the slightly-built young man. He has won at Pomona and Mexico City this year.

The sponsoring California Sports Car Club can be credited for adding a little zip to a once-complicated short course at the abandoned Navy auxiliary air field.

The old S turns were straightened to enable more acceleration after the main straight and the sharp rounded curve was given less angle and wider space for high-speed traction.

"The course is certainly more interesting," Ginther said, "I think a smaller car can beat brute-power specials with the proper driving here."

Ginther admitted, however, that the course was slippery on two turns toward the end and that he had to be careful on turn six.

Morgensen kept his Ferrari ahead for three laps by a pair of car lengths but Ginther's pressure-driving was too much and the Phoenix pilot lost his advantage just past the start-finish line. The only other change occurred on the same lap when Blackwell got past Josie McLoughlin for third spot.

Jack McAfee, the Sherman Oaks imported car dealer, improved his performance considerably from yesterday by winning the modified feature for small-bore equipment over the 25-lap span. McAfee, who was a distant fifth in the Saturday tuneups, pushed his silver Porsche RS Spyder to a five-second advantage over second-place Ary Snyder of Gardena in a Lotus Climax.

McAfee, was clocked in 36 minutes, 23 seconds at an average speed of 74.2.

The bulky 27-car field furnished its share of excitement, involving second through sixth positions.

Joe Playan of Mar Vista held the lead for a lap until McAfee took over. Playan chased the leader for 10 laps until Jay Cham-

berlain of North Hollywood moved into a challenging position with his Lotus Climax.

Chamberlain was third from the start, slipped to fourth on the fourth lap on the first of two spins. He regained third from Snyder on the ninth lap and got by Playan on the 11th for second. The second time he spun out of contention for good.

Meanwhile Kurt Neumann of Beverly Hills moved through traffic in his Lotus XI from ninth on the first lap to third by the 15th trip. However, Playan caught Neumann on the final lap to regain third.

The fifth and sixth-place finishers, Jack Reddish of Phoenix in another Lotus Climax and Ed Barker of Hermosa Beach in a Porsche Carrera also were on the same lap at the finish.

Bob Drake's Cooper Climax was showing the way in the Saturday tuneup until the car threw a rod. Drake had built a comfort-

able lead over the small-bore field Saturday until his misfortune.

The 15-lap production B and C feature lost some of its lustre when Bob Bondurant's Corvette was left in the pits because of engine trouble and Vince Mayell blew a tire on the final lap with his Corvette. Tony Settember of Los Angeles won this one.

However, Bondurant and Mayell had battled almost hub-to-hub through eight laps of Saturday's go-round with the former winning by one second.

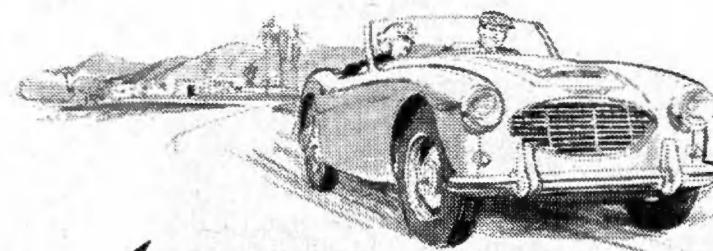
Steve McQueen, the Western TV star who won his initial (novice) race at Santa Barbara, raced well to finish third behind Jay Hills of Los Angeles in a Porsche Carrera and Willie West of San Diego in a Morgan TR3 in the production race for classes D and E.

The estimated crowds of 3,000 and 6,000 each day didn't dampen the spirits of Cal Club members. Indications are they would like to try San Diego again.



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San Francisco Newsman

Dear Gus

By TOM WILSON

Praises Corvettes in
Big Modifieds Race

DEAR GUS:

When the Wheels of the San Francisco region decided that the Corvettes would run with the big-bore modifieds at Laguna Seca recently, there was a scream that arose from the plains of Smogville. A few of the more temperamental big names cancelled out; they would have no part of it. Well, we've got news for them. They might as well get used to it; it was a big success.

At least there are a flock of Healey and Triumph jockeys who no longer wake up screaming in the middle of the night. The race was started in two sections with an interval of about 100 feet so there was no confusion or panic getting off the grid. For the first 20 minutes they ran as two separate races and then the leading modifieds began to lap the Corvettes but traffic had thinned out and there was no bind. We recommend this deal to all racing regions.

In the second race, the Frank Aldhous Alfa Romeo Veloce went like a buzz-bomb and the Porsche Super boys screamed like a wounded eagle. This car is in the process of investigation so this race will not be official until later on. Now, Gus, it seems that some of the boys are loaded with info about the other guy's car but they never say a word until they get beat. If they know so much, why don't they break it before the race? We know that it is not strictly kosher but if they give the guy a clean bill of health before the race, it would solve a lot of beefs and problems.

For a long time the small bore modifieds have been the most popular and most numerous of the modified classes—for obvious reasons. It was only a matter of time before someone would try to break the supremacy of the Porsche Spyders; it was getting monotonous. It was a challenge.

It was only a matter of time before someone would put a 2 liter Ferrari in a Lotus chassis and Jean Pierre Kunstle is the boy who turned the trick. Finished the night before the race, the car was untried and untested. After Kunstle had a somewhat squirrelly voyage on Saturday, Ken Miles came up to test the car and on Sunday he took off on a test flight. He got as far as turn 4 and that mill tore out the rear end. It looked as though the car had been well tested and would stay that way for some time.

You know, if you or I blew a rear end it would take two weeks and about two century notes to get back on the pavement. Well, along about 3 p.m. the boys were ready to go and Jean Pierre took off like a scalped cat. But his gear ratios were figured by a guy who couldn't give you the time of day and the little TR mill was moaning at about

8,000 rpm. So Jean figured that this was not kopacetic and called it a day, after 30 minutes of dive bombing. But that car is still around and it seems that the RSK clan will be haunted by this buzz-bomb before the year is over.

The Laguna Seca races were run on a time elapsed basis with the Saturday qualifiers run for 20 minutes and the go-for-real Sunday races for 45 minutes. This all started because the radio also seems to work on a time schedule and we were committed to having Dick Cook and Roy Storey air their news and views.

On Sunday each race was started promptly on the hour, which allowed the Wheels 15 minutes to clear the debris from the previous race and get the cars on the grid. To everyone's amazement, that was exactly what the boys did and each race was started promptly. There were no Mexican generals touring the course with blonde akimbo, when the fateful hour struck. The long suffering public was amazed and all hands voted it a good deal and hope that it continues to be SOP.

Well, it seems that the S.F. Region is maintaining a brain trust and the boys have come up with a few new ones. They always meet with some sales resistance but eventually they have their way. Now don't you go getting any fancy ideas and close that deal before we talk it over, remember that they lock up the boys in a smoke-filled room for two days before they come up with one of their brainstorms.

With best regards,

tom wilson.

LE MANS

(Continued from Page 3)

had some unexpected help from the Ecosse Jags in the pressing department.

But Moss, after taking the lead from the start, was passed by Jean Behra during the second hour only to grab the lead again when the Frenchman stopped to refuel. However, after Moss had done the same and handed over to Jack Fairman, Behra's co-pilot, Dan Gurney, pulled into the lead again, to stay there until Behra dropped a valve in around two ayem. Behind him everybody was shifting about, the other "sprint" Ferrari of Ramos-Allison lost a valve also, Moss had retired with what was officially described as a "bit of wire loose in the induction system" but included about one of everything breaking; the Lister-Jags put rods out through the side (a fate also shared by the Graham Hill-Jolley 2.5 Lotus), and Naylor turned Whitehead's Aston over at White House.

All this loping about let the persistent Salvadori, co-driving with Shelby, up into first, where he

MOTORACING



COMMITTEE MEMBERS and area officials of the American Intl. Rally got together at a dinner in Burbank last week. Among them were, left to right: Charles E. Cooke, awards; Gordon Madison, check point crews; Eleanor Schneider, secretary; Dick Pieper, course marshal; Dr. Gayle Preston, tech inspection; Bob McKee, LA area; George Holland, director; Howard Frank, rules; Bob Sweet, Las Vegas area; Charles Schumann, scoring. Don Royer, rallymaster and director of competition, was out of town.

stayed until a stop for new brake pads gave Ferrari's ace-in-the-hole, the Olivier Gendebien-Phil Hill No. 14, a chance to jump past into the lead, a position which he would undoubtedly have occupied earlier had they not been delayed with "fuel pump trouble" which consisted of pouring Wonderweld in the radiator to cure a porous block.

Through the night the Astons rumbled on, watching the other cars fall out one by one. Maurice Trintignant, driving with Paul Frere in the third car, suffered painful burns on the gearbox but carried on. The Clark Lotus Elite made a stop to repair the starter for the umpteenth time and the Flockhart-Lawrence Jag finally perished from a blown head gasket, the last big gun.

The race seemed over, the reliable team of Gendebien and Hill, last year's winners, miles ahead. But little mice were at work and suddenly around noon the Ferrari slowed, made a call at its pit, made two more slow laps and stopped. All the water had gone.

During the rest of the race, the index-winning DB, with twin cam engine, lapped faster than the Astons. But the Astons had waited 10 years.

The finishers, bearing in mind that four privately entered Ferrari GTs upheld the power of Maranello and kept it at the head of the Championship points table, were:

1. Shelby-Salvadori (Aston Martin), 112.52 mph, 324 laps, Class winner 3 ltr, 2720 mi. 112.5 mph.

2. Trintignant-Frere (Aston Martin), 323 laps, 2684.5 mi., 112 mph.

3. Beurlys-Elde (Ferrari GT), 298 laps, 2486 mi., 103.5 mph.

4. Pilette-Arents (Ferrari GT), 297 laps, 2480 mi., 103.1 mph.

5. Crossman-Tavano (Ferrari California), 295 laps, 2462 mi., 102.5 mph.

6. Faysen-Munaron (Ferrari GT), 294 laps, 2455 mi., 102 mph.

7. Whiteaway-Turner (AC-Bristol), 274 laps, Class winner 2 ltr, 2229 mi., 95.1 mph.

8. Lumsden-Riley (Lotus-Elite), class winner 1.5 ltr, 271 laps, 94 mph.

9. Cornet-Cotton (DB Panhard), class winner 750 cc, 259 laps, index winner, 2465 mi., 90.1 mph.

10. Clark-Whitemore (Lotus Elite), 258 laps, 2150 mi., 89.5 mph.

11. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

12. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

13. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

14. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

15. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

16. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

17. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

18. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

19. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

20. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

21. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

22. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

23. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

24. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

25. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

26. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

27. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

28. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

29. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

30. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

31. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

32. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

33. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

34. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

35. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

36. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

37. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

38. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

39. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

40. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

41. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

42. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

43. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

44. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

45. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

46. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

47. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

48. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

49. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

50. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

51. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

52. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

53. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

54. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

55. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

56. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

57. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

58. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

Fastest lap Behra (Ferrari), 124.9 mph.

59. Consten-Armagnac (DB-Panhard), 248 laps, 2070 mi., 86.3 mph.

60. Nottorp-Bengtsson (Saab), 233 laps, 1945 mi., 80 mph.

61. De Langeneste-Guiraud (Stanguellini), 221 laps, 1845.5 mi., 76.5 mph.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

IT'S A LITTLE weird at times, the way the whole thing changes around. Only a few years back all we true sports car aficionados used to hoot and jeer at the two-seater Thunderbird. How do you get it around corners? You disassemble it and carry it around in a basket. Remember? Well, now that the monstrous four-seater is out, we've started referring to the old two-seater as "The Classic Model." Good grief!

COMPETITION DRIVING

In articles about sports cars and why people drive them, the point is usually brought up that driving can be fun in a car that handles precisely and delicately. This is so, and it is why a great many of us refuse to buy a lumbering Detroit car. The trouble is that getting fun out of driving can lead to constant frustration. It implies that you can also get displeasure out of driving. You don't just sit there in a neutral state and push a pedal.

So, you're driving along, your elegantly trimmed beard blowing gently in the smog, and you chuckle to yourself. Two blocks away you know there is a swell turn in the road, nice and wide, unobstructed vision. Yum-yum, you say to yourself. I'll sail into it, break the rear end



loose a little, and sock the power to it. Go through at 4000 in 2nd. Yummity-yum.

But sure as God made little green Opels, when you get there some fat old lady in a fat old Hudson is chugging around at 4 miles an hour, down the center of the road. So you shut everything down and follow her for three blocks at 500rpm in low. Another wonderful day is shot full of holes.

ADDENDUM

We have checked with a great number of people, maybe even several, about how to spot the type of Detroit driver who is apt to pull some stupid stunt and chop you off, the type who makes left turns with no signal, who suddenly changes lanes without looking, the type who is apt to suddenly hit his brakes for no discernible reason. Here are four main classes: All women drivers, but particularly old ones. All men wearing hats. Cars with out-of-state license plates. All old cars, but particularly Pontiacs.

WORDS OF WISDOM

The secret of a good lashing is in the frapping.

TECH NOTES

When Sam Taylor talks about an MG engine being "fifty over" he doesn't mean fifty-thousandths, he means fifty cubic centimeters.

PITSVILLE

BY MARIE DIXON Hourglass Field, San Diego CSCC - June 20-21

If it hadn't been for a breeze off the ocean, the weather would have been unbearable.

Friday evening, before LEE SCARSELLI even got his tow truck out of Van Nuys, he had an accident. An A-H Sprite whipped the left side of his truck out. Lee was thrown from the truck and knocked out. The Valley Hospital has been his home since. Although he doesn't have any broken bones, he has about 10 stiches in his forehead, 3 or 4 in his back and he's badly bruised all over.

The long sleeve rule was waived due to the heat.

In Saturday practice BOB YOUNG lost two rods and two cam followers in the AC Bristol but he fixed them in time for Sunday.

BILL MUSE only had three laps of practice in the Frazer-Nash when the clutch went out. Bill says the car is sold.

After STEVE McQUEEN threw a rod in practice he made a quick deal with EARL CALICUT and bought his Porsche GT Carrera. Calicut went back to Studio City and got the car for Steve to drive Sunday.

BOB WENZ finished last in his Cooper Jap in the F3 race when he lost a lap because of an oiled plug.

GENE LEVIN had nothing but grief in his JBS Norton over the

PERSONALS

About People in
Racing & Rallying

BY GERI FLEMING

JUNE AND JIM VAN TREES, JR. traveling to Laguna Seca in their brand-new Porsche.....JACK BRINK has resigned as president of the 500cc Club of America's Los Angeles Region -- "RED"



GERI FLEMING

Le GRAND will finish out JACK's term.....MOTORACING's deepest sympathy is extended to CAROL MOURNING on the recent death of her husband, JIMDICK DANAHE has taken over as assistant auto editor of the Mirror-News... MR. AND MRS. VINCE MAYELL on the prospective parenthood list.... As are ADELE AND AL STUEBING, JR.....ARNIE CANE was unanimously elected to Cal Club's board of governors -- filling the vacancy left by JOE WEISSMAN.... ARTHUR ROSIEN, editor of Sports Car, among the SCCA Westport-of-

the infield off of turn 3 and collapsed. The heat had gotten her and she spent the night in the hospital under observation. Gail was at the track Sunday, although she didn't drive.

It's been a while since we've seen HARRY HANFORD in his Lotus Offie. He didn't get much racing in, however, as his car's rear end went out during Saturday's race 8.

While BOB DRAKE was leading race 8 Saturday in the Cooper, he blew a hole in the side of the engine and it caught fire. Bob made a quick exit and the fire was extinguished immediately.

"MICH" MICHELMORE was aced out of 2nd place twice by 1/2 second in his old Porsche Super and his GT Carrera on Saturday. Sunday, while IN 2nd, driving the GT, the oil pressure transmitter broke and he was black-flagged for dumping oil.

ED BARKER drove the Porsche Super "Mich" qualified with on Saturday, but dropped out with a broken fan belt.

That 2 litre Maserati of JOE DEMUNIZ will soon have a 59 Corvette in it.

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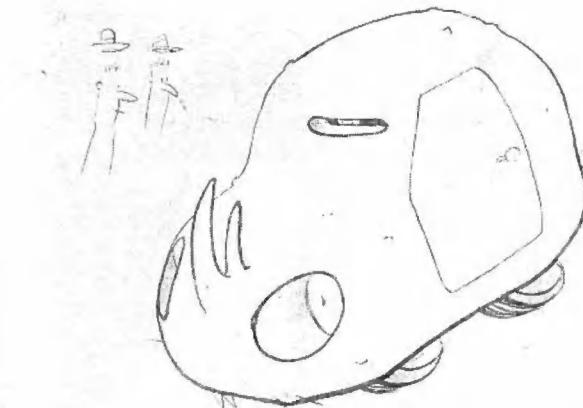
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by STAN MOTT



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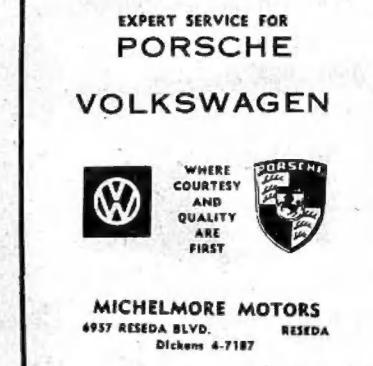
ficials attending the Laguna Seca

road races.....Congratulations to BILL LOADVINE and BOB KOHAGEN on their grand opening of the Motor Sport Bar in Encino....Our deepest sympathy to BOB CHALMAN, who lost his wife and two small daughters in an auto accident over the Memorial Day weekend while Bob raced at Santa Barbara....BARBARA AND JAY DETTMAN vacationing in Japan for a month....AL JARVIS has invited the Los Angeles region of SCCA and the Women's Sports Car

Club to dance on his nightly TV show July 13 and 14.....LINDLEY BOTHWELL entertaining the Jaguar Owners' Club at Rancho Riconada for a look at the "old crocks"

Dean Batchelor has been re-elected president of the Automotive Press Assn.

Bob Hoffman and Jack Breskovich took first place in the "Tourismo de Corvette II" rally, Breskovich navigated for Hoffman. Next: Liz and Bill Buell, while third spot was Roy Gammill-Norm Gwinn.



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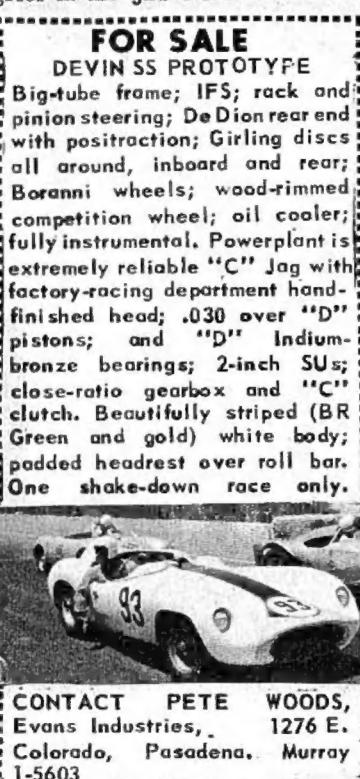
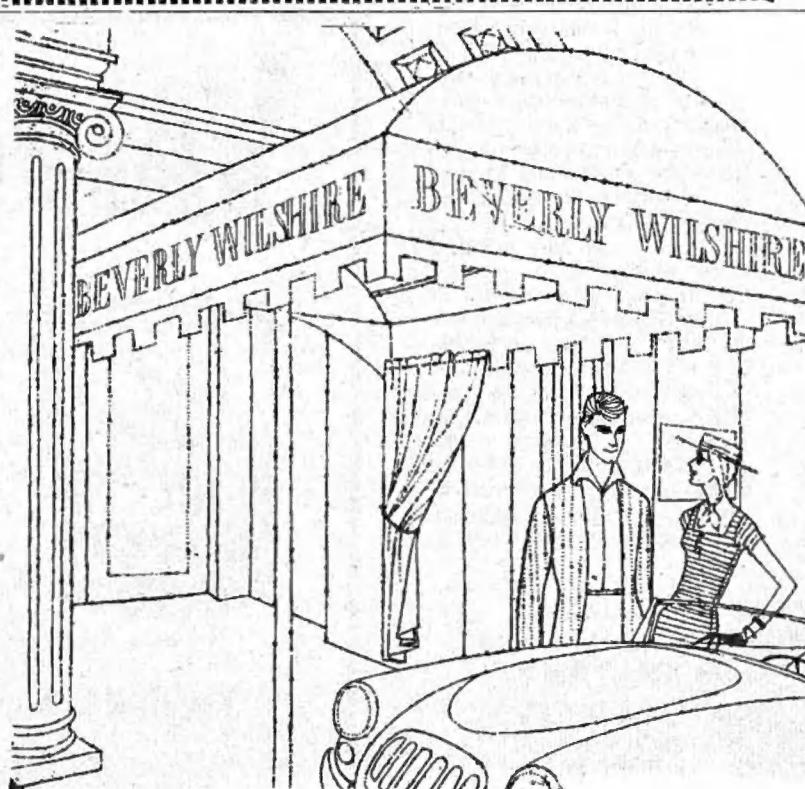
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J Production		G Modified	
Ed Wright	20	Arthur Tweedale	34
Fred Ingham	8	Charles Kolb	26
I Production		M. R. J. Wyllie	
H. Paul Richards	50	Tom Fleming	18
Charles Callanan	16	J. C. Kilburn	8
Stover Babcock	14	Frank Baptista	6
John Norwood	8	Buddy Horton	6
H. Production		T. D. Neal	6
Ray Heppenstall	40	Chuck Dietrich	6
W. L. Seeley	16	Len Bastrup	4
Dudley Deimel	10	John Holmes	4
John Hearst	8	Floyd Aaskov	2
Phil Brennan	8	Don Wolk	2
M. L. Matthews	6	F Production	
Bud Fehnle	6	Harry Blanchard	36
Gary Webb	4	Bruce Jennings	34
Larry Eyler	2	E. E. Hobbs	18
H Modified		Chuck Rickert	10
James Eichanlub	46	Tom Payne	8
Ray Cuomo	22	John Cuevas	6
B. Cunningham	16	Glenn Lazar	6
Denise McCluggage	10	John Nibert	6
Walter Short	8	Victor Czito	4
Duncan Black	6	D. E. Diffenderfer	4
E. Pupulidy	6	Frank Wagenhofer	4
Howard Hanna	4	Harry Washburn	4
John Mull	4	Ron Ambuehl	2
G Production		John Curran	2
C. A. Stoddard	38	Dick Nash	2
Reed T. Rollo	28	J. F. Stolitsky	2
Robert Grossman	10	F Modified	
William T. Hughes	10	Don Sesslar	28
Stephen Robinson	10	Bob Holbert	20
Bob Stewart	8	Roger Penske	16
Ross Durant	6	Phip Forno	14
Allan Lance	6	Joe Sheppard	10
Jim Silberman	4	E Production	
Eddie Cordaro	4	Arch Means	22
Russ Smith	2	Ed Welch	22
Raymond Stoutenburg	2	Pierre Mion	22
K Modified		Ross Wees	20
Bill Burroughs	24	Bill Steele	10
Charles Kolb	20	Harry Carter	10
Gaston Andrey	18	David Sabludoff	6
Bill Kimberly	10	William Wonder	6
Robert Kahmer	8	Peter Harrison	6
David Lane	8	Stover Babcock	4
Gene Parsons	8	Evelyn Mull	2
James Place	4	Robert Swanson	2
C Modified		C Modified	
Walter Hansgen	40	Walter Hansgen	40
E. D. Martin	10	E. D. Martin	10
Fred Windridge	8	Fred Windridge	8
George Constantine	8	George Constantine	8
B Production		B Production	
Jim Jeffords	30	Jim Jeffords	30
Roy Tuerke	26	Ben Moore	12
Frank Dominianni	10	Frank Dominianni	10
Bob Willoughby	10	Bob Willoughby	10
Dick Jalbert	8	Dick Jalbert	8
Robert Mouat	8	Robert Mouat	8
Homer Dasey	6	Homer Dasey	6
Bob Johnson	6	Bob Johnson	6
Tom Kerr	4	Tom Kerr	4
Traver McKenna	2	Traver McKenna	2
B Modified		B Modified	
Bud Gates	10	Bud Gates	10
Bill Sadler	10	Bill Sadler	10
Formula III		Formula III	
Jim Haynes	16	Jim Haynes	16
Bob Kahmer	10	Bob Kahmer	10
George Alderman	10	George Alderman	10
Lex duPont	10	Lex duPont	10
H. Paul Richards	6	H. Paul Richards	6
James Stevens	4	James Stevens	4
John Lyles	2	John Lyles	2

Rallies

JULY

4 - - SANTA BARBARA FCCA SEMANA NAUTICA VIII SCCSCC open event 12 hr. night nav. start at airport in Goleta 10P.M. \$5 Info 4326 Modoc Rd. Santa Barbara.

11-12 - TRAIL SCC, (SPokane) PETIT AUTOMOBILE DE KOOSENHAU CONFERENCE Conference championship rally.

12 - - HUGHES CHAMPIONSHIP SLALOM I Florence at Teale, Culver City 9A.M. \$3 for 2 runs SCCSCC Championship Info Don Grotjan OR 0-1515 Ext. 5826

18-19 - AHOC SUNDOWN II SCCSCC Championship nav. rally for July, 10 P.M. Vermont & Sunset 250 miles 9 hours, \$5. Rallymaster Chuck Meredith, entries Gwen Thigpen OR 4-0401

22-26 - ADRIATIC RALLY (Europe)

25 - - RADIOPHANE SCC ALPINE ROLLER COASTER nav. rally. SCCSCC open event

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Council Rally Leaders

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POSITION	NAME	CAR	CLUB	(1)	(2)	(3)	(4)	(5)	(6)	TOTAL
DRIVERS										
1.	Dick Coulter	Mg A	SMFCCA	18	23	24	11	24	12	112
2.	Stan Johnson	Alfa	SMFCCA	16	12	22	19	16	22	107
3.	Ron Jones	Porsche	SDSCC	25	*	19	16	*	23	83
4.	Doug Linder	Porsche	NRSCC	13	17	3	22	20	*	75
5.	Dick Pieper	A-H	SMFCCA	6	10	*	17	18	21	72
6.	Tom Higgins	Alfa	LMG	0	19	0	24	15	11	69
7.	Jerry O'Brien	Porsche	SWSCC	0	22	14	25	0	0	61
8.	Mal DeLoof	Jaguar	SWSCC	0	22	14	25	0	0	58
9.	Bill Chester	R M	Alfa	*	18	9	18	13	0	55
10.	Diane McPherson	Porsche	SWSCC	23	0	0	23	0	9	55
11.	Bob Piercy	Alfa	Peerless	R M	*	15	18	14	0	51
12.	Chuck Meredith	Peerless	LBDSCC	7	9	12	*	19	*	47
13.	Cal Hudspeth	A-H	SMFCCA	20	24	0	0	*	0	44
14.	Howard Frank	A-H	SWSCC	5	*	10	21	10	0	44
15.	Flo Schumann	A-H	DSCC	*	0	25	8	9	0	42
16.	Ted Sparks	VW	DSCC	*	*	*	*	14	25	39
17.	Dick Kermode	TR-3	CFCCA	*	*	*	*	*	*	38
18.	Virg Herman	A-H	NRSCC	15	0	4	15	4	*	38
19.	Wayne Brown	VW	PSCC	21	0	0	13	0	*	34
20.	Don Blunt	Hawk	LBDSCC	0	0	0	25	8	0	33
21.	Duane Sparks	R M	T-Bird	*	0	23	8	0	*	31
22.	Sandra Rosen	TR-3	SMFCCA	0	0	8	0	25	0	31
23.	Richard Bauer	Jaguar	Convair	*	25	*	*	*	*	25
24.	Gordon Madison	Peugeot	NRSCC	22	0	3	0	*	*	25
25.	Ed Fleming	Porsche	SWSCC	0	0	13	12	0	0	25

NAVIGATORS

1. Al Nesbitt	MG A	SMFCCA	10	23	24	11	24	12	104
2. Al Sorensen	Alfa	SMFCCA	16	12	0	19	16	22	85
3. Jack Carlson	Porsche	NRSCC	13	17	*	22	20	*	72
4. Dick Lovell	Porsche	SMFCCA	0	19	0	24	15	11	69
5. Don Simpson	IMMO	SMFCCA	0	20	*	22	24	*	66
6. George Taylor	Porsche	SDSCC	0	*	19	16	5	23	63
7. Juanita DeLoof	Jaguar	SWSCC	0	22	14	25	*	0	61
8. Ann Sparks	VW	NRSCC	6	10	25	9	9	*	59
9. Elizabeth Chester	R M	Alfa	*	18	9	18	13	0	58
10. Bob McPherson	A-C	SMFCCA	23	0	0	23	0	9	55
11. Bob Cole	MG A	LBDSCC	7	9	12	7	19	(20)	54
12. Larry Harris	Alfa	SMFCCA	12	0	6	1	17	15	51
13. Jerry Sparks	T-Bird	NRSCC	24	0	23	0	*	*	47
14. Charlie Schumann	A-H	SMFCCA	5	*	10	21	10	0	44
15. Bill Costley	TR-3</td								

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I can personally recommend this fine low mileage Corvette. Just one of the 75 fine Corvettes we now have in stock.

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Very clean, never raced, low
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Inboard rear brakes; Sliding
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Gearbox; RH Drive; Excellent
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Trailer.R. W. MURRELL
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FERRARI SWEEP

BRESCIA, Italy, May 31--The Italian team of C. Abate and A. Balzarini won the watered-down Mille Miglia in a 3-liter Ferrari.

Ferraris took 2-3 in the famed event, which was changed from a road race to a rally-type event last year after 13 persons were killed in 1957.

Fourth was the Franco-American team of Boston-born countess Alicia Paolozzi and Mrs. N. Ferrier, Porsche.

Countess Paolozzi, the former Alicia Spaulding, is married to an Italian and has two teen-aged daughters.

RIVERSIDE RACE

Richie Ginther drives a 4.1 Ferrari in the Kiwanis "Grand Prix," the 150-mile USAC-sanctioned pro race at Riverside, July 19. A national championship SCCA races goes on July 18. Under new SCCA rules, amateur leaders will compete against the pro drivers the next day.

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Hourglass Race Charts

CALIFORNIA SPORTS CAR CLUB
1ST RUNNING SAN DIEGO HOUR GLASS ROAD RACES

June 20-21, 1959.

Main Event			
RACE NO. 17 RACE TITLE Modified over 2000 cc TIME 35:05 LAPS 25			
AVE. 76.19 MILES 15			
B	C	D	
1 211	Ginther, Richie	Ferrari 250	1
2 46	Morgensen, Dick	Ferrari TR	2
3 18	Blackwell, Caryle	Jag "D"	1
4 112	McLaughlin, Josie	Ferrari TR 250	3
5 102	Nethercott, Jack	Ferrari TR	4
6 93	Evans, Art	Devin SS Jag	2
7 114	7152	Triumph Devin	5
8 37	Stewart, Jack	Chevy Spec	3
		DNF: 68, Larkin, J.; 262, Brumby, J. & G.	

Main Event			
RACE NO. 15 RACE TITLE Modified under 2000 cc TIME 36:23 LAPS 25			
AVE. 74.2 MILES 45			
E	F	G	H
1 88	McAfee, Jack	Porsche RS Spyd	1
2 7	Snyder, Art	Lotus Climax	1
3 29	Playan, Joe	Porsche RS Spyd	2
4 32	Neumann, Kurt	Lotus XI Climax	3
5 33	Reddish, Jack	Lotus Climax	
6 124	Barker, Ed	Porsche Carrera	2
7 6	1157	Lotus Climax	
8 12	O'Connor, Arthur	Fiat Cisley	4
9 69	3150	Crosley Spec	1
10 96	71	Panhard-King Spec	2
11 77	4114	MG	3
12 11	27	Aardvark Panhard	
13 13	75	Lotus Climax	4
14 22	7116	MG TD	5
15 36	8135	Elva Climax	3
16 152	9119	Lotus Climax	5
17 104	171105	Panhard DB	6
		DNF: 20, Jones, H.; 23, Timanus, J.; 35, Simon, H.; 44, Monise, F.; 66, Molle, Wm.; 73, Brock, P.; 74, Haworth, C.; 168, Schillieff, G.; 207, Miller, D.; 366, Pickering, R.	

(Compiled by Long Beach MG Club Scoring Team)

HOURGLASS SUNDAY SUMMARY

Formula 3 10-laps—George Beavis, Lynwood, Offie Special; Bob Wena, Cooper; Harry Morrow, Burbank, Cooper, 15.24. Speed: 89.21.
Production classes F.G.H. 1 18-laps—Herb Bauer, Hermosa Beach, MGA; Jim Lascher, Granada Hills, Porsche 1600; John Lunkin, Gardena, MGA. 18.44, Speed: 85.53.

Production classes D, E, 18-laps—Jay Hill, L.A., Porsche GT Carrera; Willie West, San Diego, Morgan TR3; Steve McQueen, Hollywood, Porsche GT Carrera, 23.12, Speed: 68.8.

Production classes B, C, 15-laps—Tony September, Ontario, Corvette; Dean Mears, Hollywood, 360 SL; Bedford Lane, Santa Barbara, Corvette, 22.41, Speed: 71.5.

Women's race 5-laps—Betty Shutes, Hollywood, Porsche Spyder; Ginny Sims, Hollywood, Corvette; Mary McGee, Casablanca, Ariz., AC Bristol 12.40, speed: 68.2.

Production classes D.E.F.G.J. 15-laps—Jack Brookovich, El Monte, Austin-Healey; Jim Moore, Hollywood, Porsche GT Carrera; Bob Windhorst, El Monte, Austin-Healey, 23.25, speed: 69.2.

Production classes B.C. 15-laps—Tony September, Ontario, Corvette; Dean Mears, Hollywood, 360 SL; Bedford Lane, Santa Barbara, Corvette, 22.41, speed: 71.5.

Women's race 5-laps—Betty Shutes, Hollywood, Porsche Spyder; Ginny Sims, Hollywood, Corvette; Mary McGee, Casablanca, Ariz., AC Bristol 12.40, speed: 68.2.

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